

Attendance of the June 21, 2006 GMTF Meeting
(based on sign-in sheet)

Name	Agency
Hon. Steve Adams (via video conference)	City of Riverside
Hon. Harry Baldwin	City of San Gabriel
Hon. Lou Bone	City of Tustin
Hon. Todd Campbell	City of Burbank
Joanna Capelle	SCRRA
Sarah Catz	UC Irvine
Hon. Lawrence Dale (via video conference)	City of Barstow
Hon. Gene Daniels	City of Paramount
Carl Farrington	South Coast Interfaith Council
Hon. Frank Garule	City of Cudahy
Ron Guss	California Trucking Association
Andrea Hricko	USC
Hon. Bonnie Lowenthal	City of Long Beach
Jesse Marquez	Coalition for a Safe Environment
Diane Morales (via video conference)	Caltrans District 8
Eileen Schoetzow	LAWA
Hon. Don Szerlip	City of Redondo Beach
Mary Travis (via teleconference)	VCTC
Hon. Tonia Reyes Uranga	City of Long Beach
Kathleen Wanda	Caltrans District 7
Dan Smith	Tioga Group
Sue Lieu	SCAQMD
Cynthia Martin	ARB
Michelle Smith	Metro
Bill Jones	USEPA
Susan Bok	LADOT
Gregory Nord	OCTA
Karen Heit	Gateway Cities COG
Pilar Hoyos	LA Chamber of Commerce

SCAG Staff

Philbert Wong
Nancy Pfeffer
Jonathan Nadler
Faith Truax

**GOODS MOVEMENT TASK FORCE MEETING MINUTES
WEDNESDAY, JUNE 21, 2006**

1.0 CALL TO ORDER

Hon. Gene Daniels, City of Paramount, called the meeting to order. A list of those in attendance is included in the minutes. Self introductions were made.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

3.1 Approval Items

2.1.1 Approval of the May 17, 2006 Minutes

Motion to approve the May 17, 2006 Goods Movement Task Force minutes was seconded and accepted with two abstentions.

4.0 INFORMATION ITEMS

4.1 Emission Reduction Plan for Ports and Goods Movement in California

Cynthia Marvin, Assistant Division Chief, California Air Resources Board, presented this item.

Ms. Marvin described her role in the goods movement arena. She focused much of her discussion on concerns in the port region of Southern California and balanced her discussion with the region's desire for economic growth.

The Air Resources Board developed the emission reduction plan for ports and goods movement in response to the community health concern for people who live near the ports, railyards, and high traffic corridors and distribution centers. The region needs to keep working vigilantly to reduce emissions in order to meet air quality standards. Many of the pollution sources involving goods movement are diesel.

The ARB board has adopted a goal of an 85% risk reduction in diesel PM by 2020.

The Business, Transportation, and Housing Agency and the California EPA have been working together to develop a goods movement action plan that joins transportation, environmental, safety, infrastructure, and other improvements that need to be made. Health impacts from goods movement today are quite significant. In the South Coast alone, ARB estimates that there are roughly 400 cases of premature death each year that result from current goods movement emissions. If action is not taken, those numbers will only increase in the future. The key emission sources focused on in this plan are trucks, locomotives, ships, harbor craft, and cargo handling equipment at ports and railway yards.

ARB provided an estimate for purposes of projecting emissions. In 2005, most of the diesel PM and NO_x emissions came from truck activity throughout the basin. By 2020, there will be a slight reduction in diesel PM under the existing situation with no new strategies, but almost all of those emissions shift over and are expected to come from ships. Trucks and locomotives still account for a significant portion, but ships are projected to become the dominate emissions source by 2020.

The ARB board approved the goals of this plan in April 2006. ARB was instructed by the board to work quickly on this emission reduction plan, report back in the fall of this year and then every six months, thereafter.

The goal is to have statewide emissions equivalent to 2001 or lower levels by 2010. The next goal is the big health risk goal by 2020 to cut the total statewide diesel PM risk from goods movement by 85%.

Other goods movement improvements the ARB will strive for in the future is to reduce the localized health risk near goods movement facilities. There are about 50 emission reduction strategies that are described in the plan. Fleet modernization for diesel engines, replacing or upgrading older engines, reducing ship speeds, and limiting idling for trucks and locomotives are all elements that will help reduce pollution in the region.

Ms. Marvin confirmed that fleet modernization applies to ships, as well as trucks. Concern was raised over ships that ARB may have little control over. ARB has already acted to require lower sulfur fuels in the auxiliary engines on ships. Shore power and cold ironing are other issues that are discussed that can reduce emissions.

ARB's MOU public participation requirements are discussed. One participant describes Union Pacific's community meetings as too technical for the average citizen.

4.2 Update on Inland Port Feasibility Study

Dan Smith of the Tioga Group presented on this topic. At the end of June, the Tioga Group will deliver a draft Task 1 report that focuses on case studies and overall concepts.

The overall notion of an inland port is that it should be one of a suite of tools that the region can use to make goods movement more efficient, reduce congestion, reduce emissions, and essentially do the business that would normally occur in a port.

Mr. Smith provides examples that he will include as part of his case study research. There are over 40 different facilities that have some claim to being an inland port. However, they vary widely in terms of their purpose and scope. The next steps for this project includes an analysis of the cost/benefit of potential inland port concepts and an evaluation of potential sites that could be developed into an inland port.

4.3 Update on Multi-county Goods Movement Action Plan

Michelle Smith of Metro presented this topic. This presentation is similar to one given to Senator Feinstein's staff Friday, June 16, 2006.

Metro is the lead agency on this study that began in 2005. Since the project requires full regional participation, SANDAG will be joining this coalition. Ms. Smith noted that environmental and community impacts were discussed with community members in Long Beach at the May Stakeholder Advisory Group meeting. At that meeting residents stated that they want existing problems fixed before looking at something new. Economic impacts will be discussed at the next Stakeholder Advisory Group meeting on July 26, 2006. Ms. Smith noted that there is a survey form available at www.metro.net/mcgmap and encouraged the group to complete the survey if they have not already done so. In addition, there will be a second round of surveys. Ms. Smith also noted that \$200,000 has been granted from Caltrans specifically to study goods movement environmental justice issues.

5.0 STAFF REPORT

Ms. Pfeffer provided the staff report. She reported on the following items:

- SCAG and other major goods movement stakeholders participated in meeting with Senator Feinstein's staff Friday, June 16, 2006. This meeting was intended to hear the actions that various goods movement entities want accomplished.
- Secretary Norman Mineta is interested in coming to Southern California to convene a goods movement related meeting in the month of August.
- Nancy Pfeffer announced this would be her last GMTF meeting because she is leaving SCAG to start her own consulting company.

6.0 COMMENT PERIOD

There was a consensus that the recently adopted brief minutes format for this task force meeting are not adequate. Commentary seems to be an extremely important component of the minutes report and those in attendance want to see the minutes returned to their old form. Staff will follow up on this request. There was a motion to return the meeting's minutes to its previous format.

7.0 NEXT MEETING

The next regular GMTF meeting will be:
Wednesday, August 16, 2006
9-11am, SCAG offices, San Bernardino A&B Conference Room

8.0 ADJOURNMENT

The meeting adjourned at 11 a.m.